

FARMERS
TAKE
The Weekly Ledger
The St. Louis Market
Farmers, County Cor-
respondents, Stock
Market and Agricultural
News Generally.
Published at Home Journal.

R. M. WHITE, Editor and Proprietor.

Vol. XLVII.

To Our Pride in the Past and Our Hope for the Future, Let Us Add Vigorous Work in the Living Present.

\$1.00 per Year, if in Advance.

No. 51.

THE
Weekly Ledger
Prints all the News that
is fit to print all the time.
\$1.00 PER YEAR
Cash in Advance.
SUBSCRIBE NOW.

Fifty Years the Standard

P. PRICE'S
CREAM
BAKING
POWDER

Cream of Tartar Powder
Made From Grapes
No Alum

When you pick the finger of
the thumb of the week about auto-
matically will do Mr. Brush,
and you will see concerning
the matter.

HEART ATKINSON, of Ful-
ton, has announced
his candidacy for Mayor of
Fulton. He is one of the
best men in Missouri,
and his election is neces-
sary for the success of the
city.

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GOOD ROADS MEETING.

HON. D. WARD KING AND PROF.
TOS. H. MACDONALD TALK
TO FARMERS AND BUSI-
NESS MEN AT COURT
HOUSE THURSDAY.

MEXICO BUSINESS MEN OFFER
PRIZES FOR GOOD ROADS.

Over \$300 in Gold to be Given to
Audrain County Farmers—A Fine
Address by Hon. D. Ward
King and Prof. MacDonald.

Meetings Were Both
Well Attended

The Chicago and Alton "Good
Roads" meeting was called to order
at 11 o'clock Thursday morning at the
circuit court room by Hon. E. S. Wil-
son.

The meeting occupied both morning
and afternoon, the address of the day
by D. Ward King, which will be found
below, being delivered at 2 o'clock to
a large and enthusiastic audience of
business men and farmers.

As has been previously noted, the C. &
A. is running a special train over
its system stopping at the important
towns, where meetings are held twice
daily, for the purpose of educating the
farmers and the public generally how
to make good roads with a small
amount of money. The chief object
and center of interest in this project
is Mr. D. Ward King, of Maitland,
Holt county, Missouri, who a few years
ago constructed a road new in form
but old in principle. Being a
farmer and desirous of having the best
kind of dirt road possible he began
the use of his drag and attained such
wonderful results that he has become
a center of widespread interest and
farmers all over the country are tak-
ing up and putting his idea into ex-
ecution.

The Chicago & Alton railroad, with
its usual progressiveness, has upon the
idea of having good roads train travel
over the territory covered by this
famous steel highway and the meet-
ings being held this week are the re-
sult.

ALTON'S MOTIVES
Mr. Dudley Walker, the Alton's
advertising agent, who, by the way,
is somewhat of a farmer and stock
raiser himself, in discussing the
motives which prompted the C. & A. to
go to the expense of providing this
campaign of good roads education
said: "The C. & A. is doing this from
no mercenary motives. Our road runs
through the greatest country in the
United States. The people of Missouri
are progressive and anything the
Alton can do to aid them in any mat-
ter which is within its scope it
gladly does. If the farmers, by mak-
ing better roads, can enjoy more of
life and can be relieved of the drudg-
ery of old-fashioned road making and
can have better means of getting to
town and to each other's homes, the
C. & A. is only too pleased to aid in
the project. While good corn or wheat
may mean a great deal to the farmer,
the farmer in making his everyday
existence easier and more pleasant,
and that is the chief aim in promot-
ing an enterprise of this character.
Of course the good roads will be an
advantage in a business way, too. It
will enable the farmer to deliver his
grain in less time and at less expense
and whenever it suits him. He will
not be forced to delay his trip to town
on account of impassable roads, and
thereby will assist the Alton by pre-
venting that great nuisance to rail-
roads, keeping a long string of empty
cars on the track waiting to be filled.
It will be the means of saving dollars
in horse flesh and should in time re-
duce the cost of carting for his roads.
At every point where we have stopped
large crowds have met the train and
have attended our meetings, and for
this we are gratified and feel that the

committee appointed to circu-
late among the business men to raise
a purse for prizes on the best stretch-
es of country road, have had little
trouble in procuring the desired
amount, in fact over three hundred
dollars was raised by small subscrip-
tions in a few hours. This is a marked
step of advancement in Audrain
county.

DISCIPLINE is the backbone of all
preparatory institutions, especially a
military school. This discipline should
be kept strictly and those who break
the laws deal with accordingly. We
do not deny innocent sport or fun
nor are we Peruna drinking spouters
that object to a good time, but when
a respectable institution's entertain-
ment is disgraced by the degradation
presence of beer-drinking liquor sodden
youths supposedly under restrictions
then the time for action has arrived.
It is not only a disgrace to the school
attendant when they are in such a
condition they must be requested to
leave the entertainment, but a reflection
on the city in which it occurs, and
an affront to the school whose
hospitality they are taking advantage
of. We believe in keeping such epis-
odes quiet, as the least said is the
soonest mended, but when they have
become an obsession and are the topic of
conversation throughout the entire city,
they cannot expect anything but a public
reproof.

REFERENCE to the inclination the
same have to continually abuse the
United States Senate, the New York
world editorially says: There is too
much cheap and ignorant abuse of the
Senate. Had men occasionally find
their way into it, just as useful judges
occasionally find their way to the
bench, but every institution must be
judged by its results. Sometimes the
Senate seems unnecessarily dilatory in
the enactment of legislation. Some-
times it makes haste more slowly than
an impatient public thinks it should.
Sometimes it dignifies juvenile reform-
ers by paying a decent respect to the
decisions of the United States Su-
preme Court, refusing to pass bills of
doubtful legality. Sometimes it annoys
hero-worshippers by restraining the
President himself by restraining the
back to the constitutional reservation.
But none of these things justify the
gross and libelous abuse to which it
is subjected.

Mr. Mary Luckie is preparing to
break up housekeeping and will make
her home with her son, A. K. Luckie,
on south Clark Avenue.

Miss Nellie Hill is home from Ful-
ton, where she attended the inter-
territory dance Friday night.

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Tutt's Pills

After eating, persons of a bilious habit
will derive great benefit by taking one
of these pills. If you have been
suffering too much,
they will promptly relieve the nau-
sea, headache,
and nervousness which follow, restore
the appetite and remove gloomy feel-
ings. Elegantly sugar coated.

Take No Substitute.

venture has been a success, and is ap-
preciated and that is sufficient com-
pensation for the C. & A.

MEXICO MERCHANTS WILL OFFER
PRIZES.

The merchants and business men
met with the Good Roads advocates at
the Elks Club at 9:30 o'clock Thursday
morning, and, at the suggestion of Mr.
King, agreed to offer over \$300 in gold,
in prizes for the best mile of dragged
road.

A committee composed of Mr.
S. P. Emmons and Mr. Jones was ap-
pointed to see every merchant as
soon as possible.

The members of the committee, at
the invitation of Mr. Walker, were
guests of the good roads advocates and
retired officials at lunch at their private
car.

The conditions of the contest for
the prizes will be given in to-morrow's
edition.

THOMAS E. MACDONALD TALKS.
The first speaker of the morning
meeting was Hon. Thomas E. Macdonald,
of Ames, Iowa, a member of the
Iowa Highway commission. Mr.
Donald is a young man of practical
ideas, and he told of the great im-
provement in Iowa farm roads made
by a judicious use of the King road
drag. He spoke of the great saving
that has already been made and said
that in one section of the state 25 of these
draggers had been in use and were doing
wonderful work. He spoke of the visit of
Mr. King to his state, and how they had
gone into the work together and how
the drag had worked. He closed his
short but interesting address with
words of commendation for the drag
and recommended and urged its trial
in Missouri for he was satisfied that
with this simple invention that the
state results are bound to come.

Mr. D. Ward King, the man in whom
the crowd was most interested,
was the last speaker of the morning.
He is a farmer and a practical man,
and his road drag would of itself give
evidence. He said that he had only a
few words to say at that time as the
hour was late but in his afternoon
address he would go into the question
extensively. In discussing his drag he
said that it could be used both sum-
mer and winter. On warm days in the
cold part of the year when the surface
of the road had been thawed over so
little, he would get his drag out and go
over the surface.

He also spoke of his visit here some
four years ago and mentioned, as an
example of what road dragging would
do, to the place of road kept in shape
by the drag on the Charles Hill farm
north of town. Mr. Hill had dragged
the road during the summer, and in
bad weather when adjoining stretches
of roadway were nearly impassable, this
place was in race track condition.

AFTERNOON MEETING.
The second session of the Chicago &
Alton good roads meeting was also
held in the court house and was called
to order at 2 o'clock by Hon. E. S. Wil-
son. Prof. MacDonald made an ad-
dress at this session on "Concrete."
In an able manner Mr. MacDonald
showed that culverts and bridges, on
country roads, made of this material
would prove safe and durable. He
spoke of Missouri's fast forgetting to
front in the manufacture of this
material and strongly recommended its
use. His talk was followed by the
address of the day Hon. D. Ward King
on "Good Roads."

Few people believe and, until they
try it, nobody comprehends what I say
about the results that follow the prac-
tice of this method. It is too absurdly
simple. May I read you a few
statements made by converts?

The implement is practically with-
out cost. The price of a good pocket
knife is ample sufficient to pay for
one. On most farms waste stuff can
be knocked together for the purpose.
Any drag is a good drag if it will
pull a little earth toward the center of
the road and leave the surface smooth.

"Yet I dragged the road four years
before anybody else began. The break
came in this way. One day in March
I found a merchant horse fancier driv-
ing his colts out to my half mile road
to speed them. He came over two
miles of highway, which by nature
was much better fitted for training
purposes. More than that he came
directly past the entrance to the fair
grounds on which was a track that
had been the pride of northern
Missouri. But the road was so
rough that he had to drive in a walk
to the dragged road, where the colts
were speeded to the owner's satisfac-
tion and then driven home, as he
came, as a slow walk.

"This experience converted the gen-
tleman, who immediately made a drag
and so broke the ice. I do not say he
was the first convert but he was cer-
tainly the first convert who showed
his faith by his works. The next year
I knew of nine drags in the township,
while in the next year fifteen drags
were made in one week at one county
blacksmith shop within four miles of
my home. Since then there has been
a steady growth and a large proportion
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"Herein is one of the most valuable
features of this good roads without
money plan; there is nothing to sell.
A convert builds a drag and makes
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"The meeting was very enthusiastic
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make rules and regulations governing
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All of the merchants have not as
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this enterprise should see Mr. S. P.
Emmons at once.

The following is a list of those who
have contributed, to date, and the amount:

FIVE DOLLARS
S. P. Emmons
R. D. Worrell
Kemp & Pearson
McIntyre & Cropper
Joe Barth
Pollock M. & E. Co.
G. W. Robertson
Morris & Abney
W. L. Craddock
Thos. F. Roden
Hopkins & Edmunds
E. E. Jones
Dr. R. W. Berry
Wilkins Bros.
Mexico Clothing Co.
Dr. E. S. Chave
J. C. King
A. B. Smith Carpet Co.
S. M. Locke
A. K. Luckie
E. R. Locke & Co.
F. A. Morris
A. D. Jackson
Dunfee & Dearing
F. L. Crosby
W. H. French
George Robertson
Middleton & Morris
Sam Morris
Frank Coatsworth
Peris & Couthorne
Woodridge & Purdy
W. W. Pollock
J. M. Mundy
J. M. Greer
Kaiser & Son
Griffie & Martin
W. S. Hagedale
A. M. Patterson
S. S. Howard
J. E. Llewellyn
Wm. Steffen
Wm. Kemper
Lakeman & Barnes
Crown Laundry Co.
W. J. Porawski
W. F. Traugott
Smith Bros.
Adcock & Weir
Pletcher Jewelry Co.
Buckner & Whitney
W. J. Bots
O. H. Hilt
E. H. Carter

TWO DOLLARS
Garrett & DeBury
F. A. Sannbeck
Paul Weber
J. E. Blum
ONE DOLLAR
Dr. Briggs
Dr. Tinscher
Geo. Barr
Robt. McDonough
A. J. Hall
G. M. Haxell & Sons
J. L. Hughes
Miss Rosamond
Kidd's Meat Market
S. N. Evans
O. A. Witherspoon
L. P. McIntyre
Gant & Kent
J. H. Sallee
W. W. Bots.

AYER'S

Give nature three helps, and
nearly every case of con-
sumption will recover. Fresh
air, most important of all.

Cherry
Pectoral

Nourishing food comes next.
Then, a medicine to con-
tinue the cough and heal the lungs.
Ask any good doctor.

Health demands daily action of the
lungs. Aid nature with Ayer's Pills.

But the best drag is made of the split
log. Seasoned slippery elm is good, a
large red cedar post or the end of a
sound telephone pole will do first rate.
Do not make the drag too heavy. Even
if one pays for the stuff and hires the
drag made the cost is slight. Post-
master Phelps, of Centralia, Mo.,
bought stuff in the country, hired it
hailed to town and hired a carpenter
to make them. They cost him seven-
ty-five cents a piece.

"As road dragging is carried on in
most localities there is no charge.
Farmers look upon it as a chore. The
drag is left near the gate and the
team is hitched to it when needed.
Figuring from the basis of the present
cost of our earth roads the hiring of
men to drag the roads would be a
minus quantity for not only will the
road be improved beyond measure
but the expense is out in two more
than once. The present average cost
per mile in Putnam county, Mo.,
is \$15.00. In Platte county, Mo.,
it is from \$15 to \$17 per mile. While
Sack county, Iowa, in 1904, by the drag
method, maintained twenty-eight
miles in quarter stretch condition at
a cost of \$2.40 per mile. Everything,
even the cost of the drags themselves
being charged against the roads. And
furthermore, the work done was so
satisfactory that the trotting horse
drivers of the vicinity forsook the
track on the fair ground and used the
country road for a speed way. Another
instance—A farmer near Richmond,
Mo., dragged a clay road for a year
and by so doing converted his neigh-
bors. But instead of each man drag-
ging his portion of the highway they
agreed among themselves to employ
one man to do the work. This man
was paid at the rate of three dollars
per day and kept account of his time
himself. The stretch of road he was
to drag was four and one-half miles
in length. At the end of the year he
presented his bill. What do you sup-
pose was the amount? Kept his own
time, charged three dollars per day
and maintained the road so it was
like a race course for the most of the
year. His bill was \$73.50 for the year.
One dollar and sixty-two and one-third
cents per mile for the year. Is the
difference between these figures and
\$15 per mile worth considering? If
the roads are so wonderfully improved
does not the cost of dragging as com-
pared with our present expensive sys-
tem of poor roads become a minus
quantity?

"As to my own experience on the
half mile I have dragged since 1896 I
feel confident I get paid for my trouble
many times over in the ease and com-
fort of my own family enjoy traveling
it, while the satisfaction to the
neighbors and to the traveling public
at large is of additional value and can
be counted as that, much more clear
gain. And this is not all for each of
my neighbors now drag the roads.
Some of them exerting themselves to
have a better road than I do, so that
for several years I have had a three
mile race track on which to drive to
town, without money and without
trouble."

"Yet I dragged the road four years
before anybody else began. The break
came in this way. One day in March
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J. L. Hughes
Miss Rosamond
Kidd's Meat Market
S. N. Evans
O. A. Witherspoon
L. P. McIntyre
Gant & Kent
J. H. Sallee
W. W. Bots.

READ THIS.
Brunswick, Mo., Aug. 21, 1905.—This
is to certify I have been cured of kid-
ney and gravel trouble by the use of
one bottle of the Texas Wonder, Hall's
Great Discovery, and I can cheerfully
recommend it to others for kidney,
bladder and gravel trouble.

Respectfully,
W. T. CURRAN.

A TEXAS WONDER.
The small bottle of the Texas Wonder,
Hall's Great Discovery, cures all
kidney and bladder troubles; removes
gravel, cures diabetes, seminal emis-
sions, weak and lame backs, rheuma-
tism and all irregularities of the
kidneys and bladder in both men
and women; regulates bladder troubles
in children. If not sold by your druggist
it will be sent by mail on receipt of \$1.
One small bottle is two months' treat-
ment and seldom fails to perfect a
cure. Dr. E. W. Hall, sole manu-
facturer, P. O. Box 629, St. Louis, Mo.
Send for testimonials. Sold by all
druggists.

Missouri Post Office Burned.
LAMAR, Mo., Feb. 23.—The Post
office at Mifflord, this county, was
struck by lightning during a heavy
thunderstorm Thursday night. It was
located in a general merchandising
store and the building was burned to
the ground.

All letters, papers, Government
documents, stamps, etc., were lost in
the fire. The loss is estimated at \$4,
000.

Miss Julia Garrett delightfully en-
tertained a number of her young
friends Tuesday evening. It was
a card party. Light refreshments were
served. A good time was enjoyed by
all. Miss Garrett is a superb entertain-
er and always makes her friends "feel
at home."

Sold House Moving Outfit.
Joseph W. Price has sold his house
moving outfit to Ben Haines. Mr.
Price, it will be remembered, last fall
was injured while moving a house,
from which injuries he has not recov-
ered.

For Sale.
A good 15 horse-power engine by
calling at the Crown Laundry within
the next few days can be seen in ser-
vice.
W. W. WILLIAMS,
Crown Laundry Co.

Ayer's

Give nature three helps, and
nearly every case of con-
sumption will recover. Fresh
air, most important of all.

Cherry
Pectoral

Nourishing food comes next.
Then, a medicine to con-
tinue the cough and heal the lungs.
Ask any good doctor.

Health demands daily action of the
lungs. Aid nature with Ayer's Pills.

But the best drag is made of the split
log. Seasoned slippery elm is good, a
large red cedar post or the end of a
sound telephone pole will do first rate.
Do not make the drag too heavy. Even
if one pays for the stuff and hires the
drag made the cost is slight. Post-
master Phelps, of Centralia, Mo.,
bought stuff in the country, hired it
hailed to town and hired a carpenter
to make them. They cost him seven-
ty-five cents a piece.

"As road dragging is carried on in
most localities there is no charge.
Farmers look upon it as a chore. The
drag is left near the gate and the
team is hitched to it when needed.
Figuring from the basis of the present
cost of our earth roads the hiring of
men to drag the roads would be a
minus quantity for not only will the
road be improved beyond measure
but the expense is out in two more
than once. The present average cost
per mile in Putnam county, Mo.,
is \$15.00. In Platte county, Mo.,
it is from \$15 to \$17 per mile. While
Sack county, Iowa, in 1904, by the drag
method, maintained twenty-eight
miles in quarter stretch condition at
a cost of \$2.40 per mile. Everything,
even the cost of the drags themselves
being charged against the roads. And
furthermore, the work done was so
satisfactory that the trotting horse
drivers of the vicinity forsook the
track on the fair ground and used the
country road for a speed way. Another
instance—A farmer near Richmond,
Mo., dragged a clay road for a year
and by so doing converted his neigh-
bors. But instead of each man drag-
ging his portion of the highway they
agreed among themselves to employ
one man to do the work. This man
was paid at the rate of three dollars
per day and kept account of his time
himself. The stretch of road he was
to drag was four